UNITED STATES IS DISTINCTLY HOME OF AUTO

For Every 30 Persons in This Country There is One Machine

The United States is distinctively the home of the automobile.

If all the remainder of the world owned motor cars in the same proportion to its population that the United States does, there would now be in use a grand total of 56,201,212 self propelled vehicles. Obviously, however, it will be some time before the Patagonians, the Zulus, the Liberians or the Fiji islanders own a motor car for every 30 members of their community, as is the case today in the United States.

"Nevertheless," said an expert of the department of commerce, "making all allowances for the relatively small purchasing power which exists in many of the foreign countries, the fact remains unmistakable that a vast export market awaits the energetic exploitation of American automobile manufacturers. When the present war shall have ended and the tides of commerce shall have returned to their accustomed channels the demands of all mankind for more efficient living will create a market in other countries for at least 3,500,000 motor vehicles, which must largely be supplied by the American automobile industry."

The following table, compiled by governmental authority, shows the number of cars in use on January 1 last, and the number each division of the earth would have if automobiles were owned elsewhere in the same proportion to population as in the United States:

Cars in use January 1—United States, 3,500,000; Canada and other North America, 118,086; Mexico and Central America, 5744; South America, 39,188; West Indies, 11,394; Europe, 437,558; Asia, 27,758; Africa, 24,178; Australasia and Oceania, 53,340; total, 4,210,246.

Full parity with the United States—United States, 3,500,000; Canada and other North America, 295,413; Mexico and Central America, 710,100; South America, 1,900,100; West Indies, 301,000; Europe, 15,583,300; Asia, 28,876,300; Africa, 4,513,700; Australasia and Oceania, 521,300.

INSPECTOR LILLIS REPLIES TO LETTER

Honolulu, T. H.
October 6, 1917.

To the Editor,
Honolulu Star-Bulletin

Sir:—Will you kindly allow me space to reply to the letter which appeared in a recent issue of your paper, under date October 4th, signed "Autoist"?

The "Road Bug" referred to was a Hupmobile runabout owned by an enlisted man, who had applied to me for a license to drive. I went along with this man for the purpose of determining his qualifications as a driver and while out in the road the exhause-pipe became disconnected from the engine in some way, which naturally resulted in the engine making a loud noise. At the corner of Nuuanu and Beretania streets I stopped the machine and notified this applicant that it would be necessary for him to have the car properly fixed before I could issue a license, and I might say that the machine stood there for upwards of an hour until the engine had cooled sufficiently to enable him to make temporary repairs before proceeding down town.

These are the facts in the case and should dispel any idea of discrimination on my part or any attempt to ignore the ordinance covering the driving of automobiles, which it is my duty to see strictly adhered to.

Yours truly,
W. J. LILLIS,
Examiner of Chauffeurs.

Teacher—Do you know the population of New York? Mamie Backrow—Not all of them, ma'am; but then, we've only lived here two years.—Puck.

Movie of a Man in a Pullman Wash Room - - By BRIGGS

Pneumatic Tires Found Best For Hard War Work

Unique Test By Goodyear Tire Company Reveals 90 Per Cent of Bullets Enter

Should an army officer's motor car, or any light weight automobile in service under actual war conditions, be equipped with pneumatic or solid rubber tires? If pneumatic tires were used, how long would they last in the face of heavy rifle fire?

The Goodyear Tire and Rubber company recently became interested in these questions and made a number of tests at the Northwestern Military and Naval academy, Lake Geneva, Wis., for the express purpose of determining, under ideal conditions, just how long the tires on a war automobile would last.

An armored car owned by the academy was mounted on Goodyear Cord tires and used as a target. All shots were fired from within fifty yards of the wheels, the desire being to test the tires under the maximum velocity of the projectile. As near as could be determined, the wheels of the machine were running, in all cases except the last, at the rate of ten miles an hour. Had either the speed of the wheels or the distance of the riflemen been increased, the result could have been even more favorable to the tire.

Detailed Report of Test is Given

A detailed report of the test follows:

Shot No. 1—Krag-Jorgesen carbine, firing a nickle-jacketed bullet; struck the edge of the tire and richocheted without entering.

Shot No. 2—Same rifle and cartridge; struck on side of tire, coming out on rim and denting rim.

Shot No. 3—Same rifle and cartridge; struck on side of tire, slightly cutting the rubber.

Shot No. 4—Same rifle and cartridge; struck tire on the side and came out on same side of tire near the rim.

Shot No. 6— United States Magazine rifle, 1903 model pointed ammunition; entered side near the tread, followed fabric to the rim, glanced down.

Shot No. 7—Same rifle and cartridge; entered in center of tread, followed fabric and remained between rim and inner tube.

Shot No. 8—Same rifle and cartridge; entered tire through the tread and dented rim on the side.

Shot No. 9—Same rifle and cartridge; entered tread, came out on rim.

Followed Tread Then Burst Out

Shot No. 10—Same rifle and cartridge; entered center of tread, followed fabric between rubber and tread for fifteen inches, then burst out.

Shot No. 11—Same rifle and cartridge; entered center of tread squarely, coming out on rim. (In trials six and ten, where the bullet came out at approximately the same relative position, the fabric was torn through to the inner tube, but not enough to cause an actual puncture.)

Shot No. 12—Same rifle and cartridge; the wheel at rest and the rifle held so that there was no deflecting angle; pointed bullet perforated casing, inner tube, rim and 3-8 inch iron felloe, and shattered itself on iron protecting plate of wheel.

Goodyear summarizes the result as follows: "We believe from these tests that under normal field conditions fully 90 per cent of rifle bullets meeting a tire would not puncture it, and we believe that cord tires, owing to their resiliency, greater flexibility and speed possibilities, are more feasible for military work than solids, and that the advantages outlined more than offset whatever can be claimed for a non-puncture tire."

VOLUNTEERS TO DRIVE MOTOR TRANSPORTS IN FRANCE ARE SOUGHT

Volunteers to drive motor transports and field ambulances in France have been called for by officials of the American Field Service. The service is in many ways similar to that of the American Ambulance Hospital Corps which sent so many young Americans to France during the past three years. This new corps, the American Field Service, does not pay the transportation expenses of its volunteers, nor does it supply uniforms, but it carefully looks after its men while they are in France. The estimated cast for one man in France is $350 for six months' service, and $550 for a year. This expense includes uniforms, and is borne by the volunteer.

Applications for enrolment may be secured by writing to William Hereford, 14 Wall street, New York City, or Chauncey McCormick, 425 Monadnock building, Chicago. These men will forward application blanks and instructions. No medical examination, nor technical experience is required, although the accepted applicant must be innoculated for typhoid.

A letter recommending the applicant must be presented, signed by six prominent citizens of the community. These are the only requirements necessary. Training in auto driving and repairing will be given at the base in Paris. Twenty to 25 Ford ambulances will make up a field section, and 18 Pierce-Arrow and White trucks will constitute a motor transport unit.

Enlistment in the service is for the duration of the war. The applicant furnishes himself with an American olive drab uniform before sailing. He is given reduced rates on the transatlantic liners. The call is general and has been sent broadcast throughout the country.

CAME 6,000 MILES FROM INDIA TO BE DRAFTED.

CLEVELAND, Ohio.—Thomas F. Patterson, 27, traveled 6,000 miles to register and be drafted. Today he is a certified member of the national army and will go to the first war camp.

Patterson is seeing America for the first time since he was 6 years old. He was born in Cleveland and when 6 his father, A. V. Fetterech, [illegible] to France, where he was sent [illegible]. Later he lived in Portugal, but after his education had been [illegible] father took him to India.

He was in India when the United States declared war. He started immediately for Cleveland and arrived here three weeks before registration day.

Howard—Do you believe in signs? Coward—Well, I don't know! The fire-alarm went off three times while the minister was preaching Wildway's funeral sermon.—Life.